CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

	SECRET/CONTROL - U.S. OFFICI	ALS ONLY	619504	25X1
COUNTRY	Poland	REPORT		
SUBJECT	Restrictions on Oder River Traffic	DATE DISTR.	20 May 1954	.
		NO. OF PAGES	ı	•
DATE OF INFO.		REQUIREMENT NO.	RD	0EV4
PLACE ACQUIRED		REFERENCES		25X1
Tr	nis is UNEVALUATED Information			1. 1. 1.5.6 1.5.7
		25X1		

- Traffic on the Oder River was halted in early February 1953 because of the construction of the new bridge at Frankfurt an der Oder and other work being performed along the river. This prohibition lasted for a period of about three months. When the Oder was again reopened to traffic, even small ships and barges were permitted to sail during the night as well as during the day. Small vessels had not previously been allowed to sail during the night. This night sailing was in force for about three months, i.e., until July 1953, when it was suddenly stopped again because of the numerous escapes to the West and the fear of infiltration of agents from the West into Poland. By this new order, all vessels on the Oder are only permitted to sail from sunrise to sunset, and at night they must anchor at one of the "stopping places" which the WOP (Military Border Guard) had set up at various places along the eastern bank of the Oder. Such stopping points are located about 25 to 35 kilometers apart, depending upon the swiftness of the current and the obstructions in the river, so that the slowest vessel going upstream is able to reach a stopping point before sunset. If a vessel stops at any other place, the crew of the vessel is immediately subject to arrest.
- The closest stopping point to Szczecin (Stettin) is located near the village of Widuchowo (N 53-07, E 14-23) and is manned by a strong WOP guard unit. The next stopping point is located near Siekierki and another is located in the area of Kostrzyn (Kuestrin), south of the Oder and Warta River junction.
- 3. WOP soldiers check the papers of the crew and ship at these stopping points, and the crews of the vessels are forbidden to leave their ships during the night. The vessels are again checked by WOP soldiers just prior to their departure. The WOP units have various equipment at these points, such as observation towers equipped with searchlights which illuminate the area in and around the stopping point. The WOP sentries who guard the vessels and crews are armed with machineguns.
- these restrictions on Oder River traffic have resulted in prolonging the transport time and increasing the costs of transportation.

25X1

				SECR	ET/C	CONTROL	- U,	s. Offi	CIAI	LS ONLY			
STATE	х	ARMY	х	NAVY	x	AIR .	x	FBI		AEC			
											-		